

## IN THE CLAIMS

Please amend the claims as follows:

1. (Amended) A suspension for a vehicle comprising:
  - a frame;
  - a releasable locking assembly comprising a toothed surface that is moveable with respect to the frame, the releasable locking assembly defining a plurality of selectively actuatable locking states, said plurality of locking states ranging from a first position to a second position and at least one other position between the first and second positions, the plurality of states being selectively actuatable upon the frame exhibiting a tipping behavior.

Claims 2-4 (Cancelled).

5. (Currently Amended) The suspension of claim 3 1 wherein the locking assembly further second undulating portion comprises a second toothed surface that is moveable with respect to the frame.
6. (Currently Amended) The suspension of claim [4] 1 wherein the toothed surface comprises a stepped surface.
7. (Currently Amended) The suspension of claim 5 wherein the second toothed surface comprises a stepped surface.
8. (Currently Amended) The suspension of claim 2 1 wherein the first undulating portion toothed surface is coupled to a pivot arm having a drive assembly and a front caster.
9. (Currently Amended) The suspension of claim 3 1 wherein the second undulating portion toothed surface is coupled to a pivot arm attached to the frame.
10. (Currently Amended) The suspension of claim 3 1 wherein movement of the frame in a first direction is limited by the locking assembly engagement of the first and second undulating portions and wherein movement in a second direction is not limited by the locking assembly engagement of the first and second undulating portions.

11. (Currently Amended) A suspension for a vehicle comprising:

a frame;

at least one pivot arm coupled to the frame;

a releasable locking assembly having a first portion coupled to the pivot arm and a second portion coupled to the frame, the first and second portions having a state of selective engagement restricting movement of the frame relative to the pivot arm, the state of selective engagement comprising a state selected from a range of states comprising a first state, second state, and at least one other state between said first and second states;

wherein the first state comprises at least a pair of locking members having first engagement surfaces disposed at a first location on the pair of locking members, the second state comprises second engagement surfaces disposed at a second location on the pair of locking members, and the at least one other state between the first and second states comprises third engagement surfaces disposed between the first and second engagement surfaces on the pair of locking members.

12. (Cancelled).

13. (Original) A suspension for a vehicle comprising:

a frame;

a releasable locking assembly comprising:

a first assembly movably coupled to the frame;

a second assembly movably coupled to the frame; and

a plurality of releasable locking states comprising at least one releasable locking state disposed between at least two distal releasable locking states;

wherein movement of the frame relative to the first and second assemblies causes the first and second assemblies to engage each other in at least one of the plurality of releasable locking states to further limit movement of the frame in at least a first direction.

14. (Original) The suspension of claim 13 wherein the plurality of releasable locking states are disposed along an arcuate surface of at least one locking member.

15. (Original) The suspension of claim 13 wherein said plurality of releasable locking states further comprising at first, second, and third releasable locking states; the first releasable locking

state comprising a first limit on the movement of the frame; the second releasable locking state comprising a second limit on the movement of the frame; and the third releasable locking state comprising at least a third limit ranging between the first and second limits.

16. (Original) The suspension of claim 13 wherein the first assembly comprises a first undulating surface.

17. (Original) The suspension of claim 16 wherein the second assembly comprises a second undulating surface.

18. (Original) The suspension of claim 16 wherein the first undulating surface comprises at least one tooth.

19. (Original) The suspension of claim 18 wherein the second undulating surface comprises at least one tooth.

20. (Original) The suspension of claim 17 wherein the first and second undulating surfaces are configured to engage and disengage from each other.

21. (New) A suspension for a vehicle comprising:

- a frame;

- a first moveable assembly assembled with the frame that includes a first toothed portion;

- a second moveable assembly assembled with the frame that includes a second toothed portion;

- wherein the first and second moveable assemblies engage each other when the frame exhibits a tipping behavior.

22. (New) The suspension of claim 21 wherein the first and second toothed surfaces are generally arcuate.

23. (New) The suspension of claim 21 wherein the first moveable assembly comprises a first pivot arm that supports the first toothed portion and the second moveable assembly comprises a second pivot arm that supports the second toothed portion.

24. (New) The suspension of claim 23 wherein the first pivot arm is connected to a linkage of a four bar linkage.

25. (New) The suspension of claim 24 wherein a caster is coupled to the frame by the four bar linkage.

26. (New) The suspension of claim 23 wherein the second pivot arm is pivotably connected to a lower portion of the frame.

27. (New) The suspension of claim 21 wherein a rear caster is connected to the second moveable assembly and wherein relative movement of the caster with respect to the frame influences engagement between the first moveable assembly and the second moveable assembly.

28. (New) The suspension of claim 27 further comprising a spring interposed between the second moveable assembly and the frame for providing suspension of the caster.

29. (New) A suspension for a vehicle comprising:

a frame;

a locking means for defining a plurality of selectively actuatable locking states, said plurality of locking states ranging from a first position to a second position and at least one other position between the first and second positions, the plurality of states being selectively actuatable upon the frame exhibiting a tipping behavior.

30. (New) The suspension of claim 29 wherein the locking means limits movement of the frame in a first direction and the locking means allows movement of the frame in a second direction.

31. (New) A suspension for a vehicle comprising:

a frame;

a four bar linkage coupled to the frame;

a front caster supported by the four bar linkage;

a first toothed portion coupled to the four bar linkage;

a pivot arm coupled to the frame;

a rear caster supported by the pivot arm;  
a second toothed portion coupled to the pivot arm;  
wherein the first and second toothed portions engage each other when the frame exhibits  
a tipping behavior.